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to make Transit Arrangements More Effective
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Item 3 of the provisional agenda

USE OF INFORMATION TECHNOLOGIES TO MAKE TRANSIT ARRANGEMENTS MORE EFFECTIVE

Addendum

1. Paragraphs 28 to 46 of document TD/B/COM.3/EM.1/2 include the description of a possible Customs Transit Information System using EDI. It is based on the assumption that what is termed a "Centre for Transit Clearance (CTC)" would function as a national focal point for the reception, processing and transmission of data related to customs transit operations.

2. The CTC function, as described in the document, is proposed only to illustrate one possible scenario for the information flows. Provided that the basic functions are covered, alternative scenarios can be adopted. For instance, in countries where it would not be desirable to introduce a CTC, each office of departure/entry could communicate directly with the relevant offices of exit/destination and receive the information needed for closing the day-to-day transit operations.

3. A centralized transit function could, however, be introduced to cater for an enforcement procedure in cases where the transit operation is not terminated to the satisfaction of Customs. Similarly, some countries may wish to centralize their communications with foreign countries and organizations.

4. Paragraph 30 of the above document includes a list of message functions. For the sake of convenience and ease of reference, each message function has been allocated a three-letter message tag. These abbreviated message descriptions and tags are purely provisional. Whenever an agreed international message, based on UN/EDIFACT, is already in existence, it will be incorporated in the transit information system. Additional messages to be developed in the framework of an ASYCUDA Transit Module will, as a matter of course, conform to international standards.

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